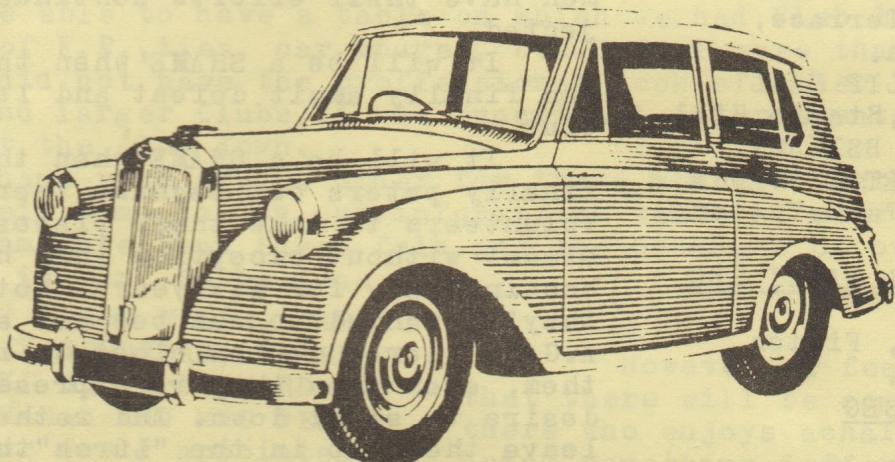


TRIUMPH MAYFLOWER CLUB



Flower Power SUMMER

1981

ISSUE No 25

RALLY EXTRA
DETAILS OF NATIONAL
RALLY INSIDE

Shame

YOUR EDITOR BLOWS HIS GASKET

CLUB OFFICIALS

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B/stoke, Hants.
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7, Grosvenor Terrace,
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HON NEW SPARES SEC
TERRY MILLS
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Bristol, Avon.
HON SECONDHAND SPARES SEC
FRANK LANE
7, Grosvenor Terrace,
Wantage, Oxon.
HON ARCHIVIST
Position vacant.
ORDINARY MEMBER No 1
MALCOLM BATH
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London E4.
ORDINARY MEMBER No 2
DEREK GOODYEAR
5, East Park Drive,
Eastville, Bristol 5.
FLOWER POWER EDITOR
GUS DEEGAN
36, Stephens Rd, Tadley
B/stoke Hants RG266RY.



Having read quite a few back copies of F.P. I knew that sooner or later I would have to get on the platform and bang the "Big Stick", but I was foolish to hope that I wouldn't have to follow my predecessors' examples and do so.

It is a SHAME when good and loyal men have their efforts continually rejected.

It will be a SHAME when these same men finally admit defeat and leave the Club.

It will be a SHAME when this Club finally peters out because there's no volunteers to take their places, which almost without exception they have held continuously for six years. Not because they've wanted to but because at each A.G.M. there's no new blood to relieve them, even when they've expressed the desire to stand down. And rather than leave the Club in the "Lurch" they have stayed at their posts.

I was appalled when I read Reg's letter of his "TRIP" to Brstols Docks. General apathy is an ailment of our modern society and the Committee are quite hardened to this and are happy to use their time for the few that make it worthwhile. But TOTAL apathy is not acceptable. From people who have made the effort to join a Club it is unbelievable.

Tragic

But on second thought I believe I'm using the word Club the way the dictionary defines it. "An association of people united in pursuance of a common interest..." Most of you seem to think of Club in the same way as a Mail-order Club. I.E. Spares only. If this is the truth then I believe we might as well pack up shop and hand the spares over to a commercial enterprise, and that would be a tragedy.

It would be tragic for the Founder Members who more than six years ago started this Club. Not just for spares, but because they wanted to preserve a "funny little car", and by hard work they unearthed parts and dug up books and uncovered all they could about it. And then by spreading the word they helped many more to restore their "Flowers". And because whenever these people met they found they had a common passion friendships formed and so the social side of the Club was born.

Continued on page 3....

The South West

CLASSIC CAR SHOW

The 3rd, 4th, & 5th of April was the date of Southwest Classic Car Show, held at the Bristol Exhibition Centre, and we were privileged to be invited to have a stand there.

Representing the Club were two immaculate Flowers owned by Mike Hudd of Bristol and Graham Dean of Warminster. The amount of admiring spectators was totally due to gleaming chrome, polished paintwork, and neat interiors, which brought forth comments like "What beautiful cars, Are there many more around like those?" Thank you Mike and Graham.

We were able to have a table on which we had Club literature, back no's of F.P., ties, car badges, etc. I feel sure that although our table did not have the professional look of other longer established and larger Clubs, it was functional and presentable and did not let the Club down.

More thank yous are in order for those members that came and gave of their time to man our information table, I must name them all, as I am sure that these folk are the backbone of our Club when there is work to be done.

REG VARNEY, TERRY MILLS, TED BERRY, DEREK GOODYEAR, PETER BURDGE, MIKE HUDD, BERNARD AND ANN LAW, GRAHAM AND MRS DEAN and even our newly appointed Magazine editor and his good lady graced our stand. "Thank you all."

You will have read the cry from the heart of Mike Scripps, one of our members from Australasia (Tasmania in fact.), which was printed in Issue No 24 "I must have killed a china-man?". Well Mike had written to me prior to the show with the hope that something might be on during his stay in the U.K. and so I wrote to him with details and it was a most pleasant surprise to have Mike and his dear wife visit the stand on the Friday. It was a very pleasant interlude and my hope is that Mr and Mrs Scripps enjoyed their visit. I regret that this might be the only time I see them before their return. "Thanks" for coming down to see us Mike.

This was the first time I had taken on the responsibility of organising something of this scale, it is regrettable that I shall not be able to do it again, as you may be aware my health forces me to take things easier, but when I was getting a flair for it.

However, I feel sure that there will be someone out there who enjoys a challenge of doing something different and feel they have a contribution to make to the Club, if I'm right PLEASE PLEASE let our Chairman know. Do it now.

Phil.

(Thanks Phil, my wife and I enjoyed our day and You and the other members certainly didn't let the Club down. Ed.)

WE KNOW WE'VE GOT YOUR SYMPATHY. IT'S YOUR MONEY WE NEED.

For those of you who have forgotten April the 1st is now well past and Club Membership Fees are overdue. Like all concerns these days we sometimes get cash flow problems and at the end of the year ready money is a bit thin. So don't delay send your subs to Reg A.S.P. Ed

Nearly all Clubs started this way, with just a few working hard in the beginning making it is easier for those that follow. But where large Clubs because of their numbers are self perpetuating, clubs as small as ours have to work at survival which requires an effort from all the members.

If you want the Club to die, which I believe most of you don't, then just let things carry on as they are. However if like me your proud to show your Club Badge on your car and wear the Club Tie on special occasions then it's worth an effort on your part.

All I'm asking is that you ask yourselves, "What can I do for my Club?", and if you can manage just once in the year to attend a "DO", with or without your "Flower" or write one letter or article that would mean an average turnout at a rally of 50.. Yes 50 people., and yours truly would have to more staff to cope. With that sort of response this Club would never die and those "Funny little cars" would still be turning peoples heads in the year 2000 and we would be out attending most of the far larger Clubs.

It seems unbelievable that all that is possible just because each one of you gave just a couple of hours once a year to YOUR CLUB, but I assure you that its the truth.

If some of you have thought this too strong (As my wife did when she read it and said, "They'll tell you where to stick your spares and Club.) then sit down and think about it for a while and I think you'll find I'm right, if you don't then write and tell me.

AND NOW READ ON...

You'll have noticed in the last issue a photo' of "George". That was by way of an experiment to see if we could print pics so that you could show us your "Pride and Joy" and generally liven up the pages of F.P. Well it was a success because that photo was better than the original which was very old, (I won't say how old Roy.)

It was quite expensive to print but we feel if the pics you send are interesting then to hell with the expense. Seriously though we would like to print one or two photos each issue, so if you have any that are of interest or wish to illustrate an article then send them along. Unfortunately only black and white photos can be accepted.

Many thanks to my contributors and those who have sent kind invitations to the Club for rallies and things and I hope to see many of you personally this year, in my flower, once I've pleased the wife and removed the engine out of the hall, (I got fed up waiting for the light evenings and summer warmth..) and replaced it in the engine compartment. With a SPADE???

CHEERS

Ladies, you, can be first

MISS WHEELER'S TROPHY

Right Ladies get hold of your husband and insist he takes you to a quiet piece of road in his Mayflower and.... show you how to drive it (What else did you think a class mag like this was going to suggest ? Ed)

Equality has come to the Club, you Ladies will have opportunity to show your skill and nerve in a driving competition to be held just for you at the Annual Rally. The winner will be the first holder of the Miss Wheeler Trophy

So, chaps give your good Ladies the benefit of your undoubtedly skill and coach her... Gently..and without raising your voice, explaining the fact that 'No it does not have a fourth gear' so that we get a good reaction on the day with all the men looking happy that their wives now have their hands on your favourite Girl.

Ed

-oo-

WELCOME TO NEW MEMBERS

353
354
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359



'Pinnocks'
New Road,
Tadley,
Basingstoke.

21st May 1981

Dear Friends,

Well now, a month to the shortest day (for those of us in UK) and, as I write this, a couple of months to the National Rally. It is to be hoped that the weather will have changed for both of them. My lawns grow longer and longer and wetter and wetter and there is no way I can mow them without leaving muddy wheel-tracks. The damp air renders any immediate prospect of spraying my 'Sprite' remote for the foreseeable future. Frankly I think the Earth has shifted on its axis and my place is turning into a Malaria swamp!

So its goodbye to the TR7. Oh well, aficionados may well argue that it was not a proper TR anyway although the open version had a certain something. Whatever your thoughts about the car it is a sad reflection on our motor industry. No more MGs, no more TRs...that only leaves Morgan to soldier on for the 'traditional' British sports car (ie, the open jobs\$ and lovely though they are they dont fall in the price bracket of Mr.Everyman.

The recent occasions on which alleged speeders have successfully fought prosecutions arising from the use of certain radar devices is heartening although the costs (of at least one) which the court did not see fit to award were such as to leave one a little disturbed as to whether justice had in fact been done. I must say that the use by the police of these gadgets has worried me for some time. Partly, I suppose it is a feeling of 'dirty Pool' to be caught by some bloke skulking in the bushes (although it is only ones own fault for exceeding the limit anyway) but partly also it is the feeling that the machine is a piece of highly sophisticated technology being handled by a complete layman. To say, as senior police-force representatives have done, that their men 'have been trained in their use' is, I contend, patent rubbish and indicates a total failure to understand the first thing about the limitations of such electronic equipment. We are never told how often these things are checked by skilled electronics people, or how they are checked, what is considered a reasonable or allowable error and how often they fall outside this. To say, as at least one police officer is reported to have said, that properly used they are exact, is again utter rubbish. No instrument can be said to be exact, they are all subject to some error and strictly speaking no reading is complete without a qualification as to the percentage error inherent in the instrument. Granted the error may be small, but let us not kid ourselves that it isn't there. And how do we know that it was properly used? No one wants dangerous speeders to get away with it, but these things leave a nasty taste.....

I am beginning to ramble again, so I will stop.

Good wishes to all, hope to see a good turnout at Wnebworth House.

Roy Bussell

(Come of it Roy, give us a break? I know the weather's been atrocious lately but lets have the "longest day" first before you write of this summer. Ed.)

Why so shy?

THE VISIT TO THE SS GREAT BRITAIN

SUNDAY morning May 10th dawned wet and miserable, the Varney household made ready for the big day. On arrival at the S.S.G.B. car park at 11.40am we waited.....and waited.....and waited. At 1-30pm Joyce and I decided none of you were going to turn up. So we had our own tour of Brunel's fine ship. The restorers are doing a marvellous job. Following this we managed to get a seat on a canal longboat for a very interesting guided tour of the city docks, seeing buildings from a totally different angle. Also we saw many listed buildings we didn't even know existed. Anyway to cut a long story short, we spent a very interesting afternoon, surprisingly in bright sunshine, learning a lot more about the city that has been our home for more than 25 years.

Reg gets angry

THE real point of this article, just in case you've missed it, is the committee devote a large part of their spare time to the club for the benefit of it's members, and it doesn't help their egos when no-one takes up the offer of doing something different. Reg.

(When I read your letter Reg I felt ashamed and amazed that you've steadfastly continued to work at your post of Rally Sec, providing the club with entertaining outings, for all these years after the negative responses I know to be the 'norm' after reading back copies of the F.P.. I applaud your devotion and hope that this tale will stir a few members consciences into ACTION? Ed)

★★★

WORKSHOP MANUALS

One of our more ENTHUSIATIC members is prepared to produce by photocopy complete workshop manuals which will be available within a few weeks at a reasonable cost.

He is also willing to produce sections separately ie. Engine, Gearbox, Electrics.

Anyone interested to contact Frank Lane Wantage.

-00o-



CUSTOM FLOWER

Since aquiring my 'Flower I amazed how for 20 years I neith saw or heard hide nor hair of t beasts and now I find the world full of them. Idling a few mom reading the small ads in the Da Mail I came across an auction c Receivers stock and there to be auctioned for the Custom and ex men was a "In Concours conditic 'Flower'. There was a London Te No. to ring if interested but unfortunately the copy I was read was a few days old and the auct had already been held.

I would have liked to have known how much she went for, perhaps one of you know?

Ed

-00o-

One of the family . . .

YOUR SECRETARY WRITES

You may have read the small 'STOP PRESS' in the Spring 81 issue of F.F. to the effect that I, as your secretary, will have to ease up on things in general owing to indifferent health. To Me this is regrettable, but I must consider My health first and foremost.

My deepest regret will be not being able to keep in touch with so many of My new friends. Many of you, because of the distance involved, can only be contacted by letter, for many other dear friends contact is at Rallies and other events and then of course there are the committee meetings; this I shall miss most of all, mostly because the committee members have come together like brothers and I shall feel like breaking up the family.

'thank you'

So as You look for a new General Secretary, or maybe your the one who would like to take on this job, may I say 'thank you' to all who have made my job as easy as can be done and to the committee who have been most understanding when your Gen Sec has made a bloomer.

As My departure will not be until the Annual General Meeting in October I shall still be around when our next National Rally comes along. So if you are one that I have not had the pleasure of meeting, do please

come along, bring the 'Flower', the Family and have a wonderful day out among friends.

The Rally Scene for 1981 has already sprung into action and it is to that point that I should like to address My next few words, these deal with 'Flower Owners that I have already met this Year at Events. Soto Barry Frary of Rotherham Yorks, "Thanks for putting in an appearance at Weston Super Mare Avon on Easter Sunday and Congratulations in taking away the Distance Award." "Thank you" also goes to Lesley Preece of Street Somerset and Graham Dean of Warminster Wilts who also represented the Mayflower Club this Car Show. It goes without saying that I shall undoubtedly meet many more of you at the large and small Rallies and Shows, so if you turn up to one of these events, do come along and say "Hello". I shall be looking out for you. There is only one thing left for me to say, have a good Rally season and keep your cars "FLOWERING".

PHIL

NEW TEMPERATURE GUAGE

If anyone requires a new water temperature guage go along to your local Smiths Industries or their agent with the following Info' and your old guage -

Ref. No. TG6202/00 or

Ref. No. RT56

Your guage will be returned to you after a few weeks complete with 1½ metres of capillary tube and a bill for approx £10.00& VAT.

R Varney

-oo-



Rallyscene

June 27th & 28th

Festival of Transport. Wakefeild Lodge Estate, near Towcester., Northampton.

June 28th

The Bromley Pageant of Motoring. Norman Park, Hayes Lane, Hayes, Kent. Details see "Letters"

July 4th & 5th

Standard National Rally. Cotswold Wildlife Park, Burford, Oxfordshire

July 4th

Graeme Hunts School for handicapped children Fayre. Alma Road, Winton, Bournemouth. Details see "Letters"

July 12th

Standard Northern Rally. Temple Newsam House, Leeds, West Yorks.

July 19th

The Big One. Our own National Rally. Details on page 8

August 31st

12th Merton Concourse D'Elegance. Morden Park, Morden, Surrey.

Sept 6th

Treasure Hunt or Something? Roy's own special details page 11

Sept 19th

14th Vintage Car Rally. Stanborough Lakes, Welwyn Garden City. This is an invite from the 750 Motor Club North Herts, details and entry forms from Alan Martin, 49, Rowfield, Luton, Beds, LU29HL. Thank you Alan. Ed



AUTOJUMBLE

ANNUAL RALLY - AUTO-JUMBLE

Once again Frank lane appeals to all of you to help him by bringing your unwanted bits and pieces for his stall. Everything sold is net profit for the Club and helps to buy new spares. The stall always supplies an interest at the show and Frank hopes to take it to other shows in his neighborhood.

So spare afew minutes to dig out anything to do with cars and bring it along, you might not need it but it could be just what someone has been looking for.

-00-

THE LIVeliEST
READERS WRITE TO

Send me your accounts of Trips, Rallies, Restoration projects, Repairs, anything to do with flowers and of course any suggestions or criticisms of the running of the Club or F.P.

Copy deadline for the next issue of F.P. is Sept 6th. (Listen to me, I'm even using Fleet Street jargon now. Look out Practical Motorist ? Ed.)

LOOK

IMPORTANT ANNOUNCEMENT

ANNUAL RALLY SUNDAY 19TH JULY KNEBWORTH HOUSE -oo-

We will be holding our Annual Rally jointly with our friends of the Banbridge Club at Knebworth House, near Stevenage, Herts. A new innovation this year - NO ENTRY FEES. This is an attempt by the Club to get more members with or without their cars to come along for a good day out, put on for your benefit. Just roll up on the day and sign in. You will be most welcome, and might even enjoy yourselves. If you are free on the Saturday evening why not join us for a meal. Details from Malcolm Bath, 1, Royston Ave, Chingford, London E4.

Terry will be bringing along lots of spares and I am sure if you contact him beforehand he will bring anything you need desperately and it saves on the Postage.

Don't forget to have a look through your bits for Franks Stall, He'll be tickled with whatever it is.

There will be serious and fun competitions and even something for the kids, so please come along and meet folk who are just as nuts as you about Mayflowers.

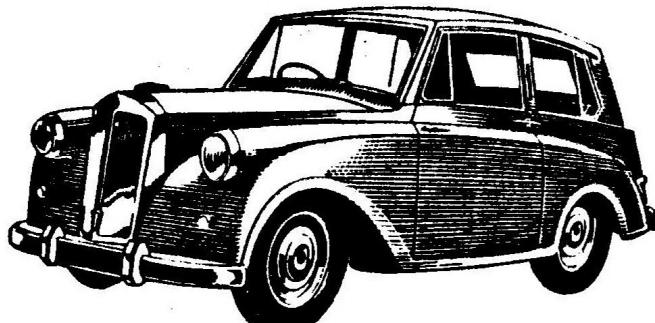
R Varney

-oo- REMEMBER SUNDAY 19TH.

-oo-

JOIN US!

make it a super year



PRACTICAL

FEATURE

'Concealed Flashers'

I have recently fitted flashing indicators to my 'flower but using the existing rear stop lights and front side lights.

The associated wiring diagram shows the system, which I am sure can be installed by anyone who can wire up a spotlight to a switch.

Briefly the system consists of two Lucas 12V 42 watt flasher units and two relays (with bases) having 12 volt coils and normally open and closed contacts all fitted in the engine bay next to the voltage regulator/cut out. The relays can be obtained at any radio spares type shop.

The interior of the two front side lights ~~are~~ replaced by the same interiors used in the rear lights to give the 21/6W facility for side and flasher lights.

One new wire is run to the rear drivers side stop light terminal while the existing wire at this point is disconnected and a connector block is fitted. This then forms the supply to the passengers side rear light.

The existing cable connectors which are jumbled around the steering box area in the engine bay are used to interrupt and complete the wiring. For example the wire from the stop light switch is cut, a connector (proper bullet type like the original ones) is fitted and the wire extended to the relay as detailed. The remaining cable end (which now serves the rear passengers side light) is also extended to the relay, thus using as much of the original wiring as possible.

The two interior panel indicator lights are fitted into the cardboard just above where the gear lever shaft goes through - very discrete !

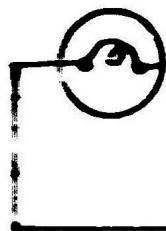
The end result is an indicating system which retains the use of the trafficators, allows the stop lights to work normally (one will come on if the other is flashing) but is undetectable externally. It should also stop some of those near misses that seem to happen when the chap behind does not see the trafficator until almost too late !

I have covered the relays and indicator units with a six inch square by three inch deep cover made from quarter inch perspex and finally sprayed matt black.

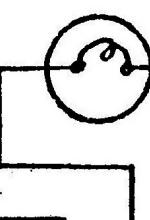
Any queries phone me 01-531-1173 evenings for a chat.

Malcolm Bath.

FRONT
LEFT



FRONT
RIGHT



M BATH
MARCH 1981

TRAFFICATOR



EXISTING
INDICATOR
SWITCH

TRAFFICATOR



REL
HTS

WBOARD

12 V X 42 WATT
FLASHER CINITS

EXISTING
STOP LIGHT SW.



N/C N/O

N/C N/O

RELAYS WITH
12 VOLT COIL
AND N/O + N/C
CONTACTS.

21 WATT

21 WATT

LEFT
REAR

EXISTING
REAR
STOP LIGHTS

RIGHT
REAR

Useful Information

STARTING TROUBLES

On starting the engine on my 'Flower' after standing for 6 or 7 weeks I noticed excessive flooding of the carb. Checking the most obvious, the float and needle valve, even changing both produced no cure. Turning the engine by hand petrol streamed through the manifold overflow.

So off with the petrol pump which was obviously working well. On close examination the vent in the base was found to be blocked completely. Upon cleaning the gunge out the trouble was cured. Pressure was being built up in the pump but I'm still not sure as to what really happened.

Any explanations?

To check a suspected porous hose on the suction side of the pump (The braided one.) hold the pump in a vice by the fixing lug, connect a pipe to a petrol supply on the suction side. Screw the suspect hose onto the outlet and place a finger over the end. On operating the priming lever any porosity in the hose will show as petrol seeping through the braid.

F Lane

A PROBLEM?

Then write to us and we'll try to help, if we can't then we'll print it in the next issue and hope one of our members can solve the problem. Remember you might not be the only one to get stuck on that trouble.

WINDY WESTON-SUPER-MARE ?

On Easter Sunday four(4) members took part in a gathering of old and interesting vehicles at Weston-S-Mare. Unfortunately the weather was rather windy but dry. (Consider yourselfs lucky, as I type this on Whit Monday it is persisting down and has been for as long as I can remember. Ed)

Our stalwarts enjoyed themselves and as a point of interest, there wasn't a black May-flower amngst 'em, they were all grey.

The prize for Distance Award must surely go to Club member Barry Frary from Rotherham. I hope your steed made it home in one piece? (Barry's car was suffering with gasket trouble whilst in Gods Country.)

R Varney

-oo-

TEAS AND LIGHT REFRESHMENTS AVAILABLE

TREASURE HUNT ??

After the next committee meeting on Sunday Sept 6th Roy has arranged that we all make our way to the ROUND OAK, PADWORTH COMMON. for one of his Treasure hunt things. You the members are invited to join us and take part in a ride in the country with a bit of fun and competition finishing at roys country seat for Tea and Biccies and a natter.

PLEASE let us have your support, make up for the bad showing at Bristol docks. REMEMBER Sept 6th 2.30pm To get to the Raund Oak take the A340 off the A4 between Newbury and Reading and head for Tadley. Once on the one way system take the Burghfield road past the Falcon Inn and halfway between Tadley and Burghfield is the Round Oak.

Please just drop Roy a line if you intend coming so he knows how many packets of 'Biccies' to get

Ed

-oo-

Letters

Dear Ed,

Firstly, may I publicly congratulate all those connected with the running of the Mayflower Owners Club and of course the mag F.P. It has probably been said before, but, you can't imagine the inspiration it gives us lonely far flung restorers when our enthusiasm flags. I encountered quite dramatic peaks and troughs of activity on my mayflower which are obviously linked to the arrival of my issues of F.P.

I am able to write this having finally paid my £10 spares ~~loan~~ after an embarrassingly long time. All those comments in past issues about outstanding debtors, it was me all along they were talking about.

Just a brief history of my flowering to date. I purchased ~~the~~ flowers in February 1980, one almost complete but a non ~~runner~~ and a rolling shell which unfortunately was only fit for ~~the~~ scrap yard once I had stripped it of useful bits. I decided that the engine was my priority as the bodywork was in better nick than my car of that time a '73 2.3 Vauxhall Magnum.

The engine removed and the head finally off I discovered ~~the~~ head gasket had blown (as expected) and the valves and ~~valve~~ seats had rusted substantially. The block has to be heaved off to my friendly neighbourhood garage for the valve ~~seats~~ to be re-cut and valves ground, upon inspection the ~~mechanic~~ also informed me that the engine had probably just been run-in from a complete re-build (oh joy to the world a £100 ~~to~~ spend on other things).

The engine in and connected except for the exhaust which ~~had~~ fallen off previously I decided to turn the engine over ~~on~~ the starter, to get the oil flowing, before cranking it by hand (everyone told me a re-built engine never starts on the key). Apprehensively I leaned in the window and pulled the ~~starter~~ half expecting to hear a terrible knock from the engine

~~block~~ to my amazement. The engine turned over twice and started with a deafening roar from the unsilenced engine, I jumped, banged my head on the roof and put my elbow miserably through the quaterlight. I've fabriacted an exhaust using a Morris 1000 silencer and she drives quite well although the steering is a bit vague.

Now I haven't read it in any correspondence up till now but has anyone had difficulty in refitting the engine into the car i.e. aligning the gearbox spline and heaving the engine back into the compartment. It took me hours of sweat and skinned knuckles until my father hit upon the idea of levering the engine back with a garden spade (honest) between the ~~cassiss~~ cross member at the front and the crank pulley.

A house move has halted my progress as the new house is in need of more immediate restoration, but I hope in the near future to have my flower on the road.

Once again thanks for the club and the excellant mag

32 Wernlys Road.,
Pen-y-Fai,
Bridgend.
~~Wales~~ GLAMORGAN.

Mike Parker

P.S. If there are any flowers in my area who would like to get together for a natter please don't hesitate to contact me.

Letters continued

Dear Ed

My day special school for slow learning, mentally, and profoundly physically handicapped children is holding a Summer Fayre on July 4th at the school in Alma road, Winton, Bournemouth. We hope to adopt an old fashioned theme for the Fayre, and as a added attraction I wondered if some Club members would bring their "Flowers" to Bournemouth on that day, perhaps for a "Mini-rally" at the school. I feel it would be a great day out for the families of the Mayflowers as I have many attractions planned.

The Fete will be opened at 2.00pm by comedienne Janet Brown; perhaps Flowers could travel down in the morning, have a look at the sea, and then come on to the Fete in the afternoon. I would arrange an area for Flowers to "bunch", and I'm sure the public would be interested in our cars. I hope to attract some other old and interesting vehicles to the Fete also.

Would members write or phone me to give me some idea if anyone would be prepared to support the function and benefit the children of my school. I look forward to hearing from you.

Graeme V. Hunt

82, Foxcroft Drive, Wimborne., Dorset.

(Headmaster & Flower addict.)

Tel 886824

(It sounds such a good invitation and a chance for a nice day in a good cause that I hope you receive the response you deserve. So come on members give Graeme a call and take the family down to support him. Ed.)

VEHICLES FOR SALE

FLOWERS FOR SALE

1953 MOT Good body Rebored etc. 2500 miles ago. Also a few spares ie Spare engine, gearbox, backaxle etc. £650ono Tel Bristol 677248

L953 Black No NXB521 Maroon vinyl upholstery 2nd owner since 1955 60,000 miles Garaged since 1973, Needs brake overhaul to run otherwise in good condition overall. Original handbook and photo-stated workshop manual. Offers R.W. Rowland Tel 01-399-8224.

1951 Ready for respray & chrome Engine rebuilt Brakes renewed Overhauled radio Heater OK Very good car £900 oono G.C.Munton 31 Church St, Digby Lincs.

1953 Black with red upholstery No SE8398 2nd owner 250 miles in 2 years since engine professionally rebuilt Genuine mileage of 38399 Taxed and MOTd Showroom condition Sale due to lack of space £1500 ovno H.Packman "Roma" Kynock, Keith, Banffshire.

Pale blue Flower in good condition with engine & gearbox missing All engine ancillaries are neatly labeled in the boot Offers "John" 01-398-6778

1952 Flower £225 Mr T.Martin 80, Carrant Rd Mitton, Tewkesbury Glos

Flower No price quoted A.Wickens 7, Blossom Ave, Theale, Reading, Berks 0734 303140

Dear Club Secretary,

We are pleased to invite your club members to the Bromley Pageant of Motoring on Sunday June 26th. The event is being promoted by Explan in association with 'Practical Classics' magazine and will take place at Norman Park, Hayes Lane, Hayes, Kent (near Bromley). Club members in suitable cars will be admitted free of charge if they apply to us in advance for windscreen stickers entitling them to park in club areas. Clubs are also invited to enter a three-car team which will be judged on presentation of their display area and the concours standard of the vehicles displayed. Separate to this there will be an individual concours competition.

Amongst the awards will be two presented by 'Practical Classics' - one for the best home restoration judged on how much of the work has been done by the owner, how much of a challenge the restoration was and how good the finished result is, in our opinion. A second trophy will be awarded for the "bravest restoration project" to be judged on the basis of the present condition of the car and how difficult we consider it will be for the home restorer to complete the project. Obviously some of the cars in this section may not be roadworthy and we would have no objection to candidates for that award arriving on a trailer.

In previous years the Bromley Pageant of Motoring has established a reputation as a relaxed and informal event which has attracted a very wide range of vehicles making it an attractive event both for the old-car people and the general public. Other attractions for those taking along the family include demonstration free-fall parachute drops (by the Royal Artillery - not the family!), a beauty contest, bungee-jumping and mini motorcycle rides. We feel that this is not just an event for the enthusiast but it is also an excellent opportunity to introduce our sort of cars to the public and to increase their awareness of the old-car movement and their realisation of how much pleasure and satisfaction can be obtained from owning, restoring and maintaining a classic car of any description - and we would like to stress that all kinds of classic car are welcome to attend.

I realise that many clubs have already compiled their club calendar but we hope that either your club or some of its individual members will be able to attend. If so we would ask YOU to apply to us for THEIR entry stickers by June 1st. If possible would you give me some indication before that date of the possible turn-out from your club to assist us in preparing for the event?

I hope it will be an enjoyable day and give us the chance to meet and talk to a wide a range of classic car owners as possible.

Yours sincerely,

Michael Brisby
Editor

practical CLASSICS

Many thanks Micheal for your invitation, unfortunately your letter went between issues so we are too late to enter a team but I hope some of our members will write to you and go along. Keep up the good work and please stay practical for all us "Non U" cars.

Fd.

TAIL PIECE

All I'm keeping my fingers crossed that this issue turns out the way I planned it to and doesn't come back from the printers looking like a "dog's dinner". Please excuse all the typing errors but this is my first attempt at it and although it has taken me a long time to complete, I really have quite enjoyed myself. And I promise it can only get better ????????

Ed.

